

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PIN-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
41, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS
86, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 101, HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimotsuki, Moji, Waka,
Matsuyama, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate,
Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannou,
Onoura, Otsuji, Sasehara, Tsubakura, Yoshinotani, Yoshio, Yurukura, and other
Coals.
N. INUZUKA, Manager, Hongkong.

Hongkong, April 23, 1903.



A healthy child is
naturally full of life.
His mother will tell you
Rainier Beer
did her a lot of good
It's pure ingredients
It's perfect brewing
when used in moderation
all tend to build up the
system.
Better try it yourself
SEATTLE BREWING & MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30

Per Case (6 dozen Pints,) \$12.00
(Special terms to large buyers) (or 4 dozen Quarts,)

A. S. WATSON & Co., Ltd.,

Sole Agents for Hongkong, China and Malaya.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections,
and the
Source of Frequent
Sickness and
General Debility.

DINNEFORD'S
MAGNESIA**MAGNESIA**

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility,
hence the most nourishing and easily digested.

van Houtens
Cocoa

Is a perfect beverage, light and delicate,
invigorating and sustaining. It is easy to
make, and cheaper in use than any other.

Best & goes farthest.

Intimations.



TENDERS are invited for the Supply of
FRESH WATER for the period of
12 months from 1st JULY, 1903, to H. M.
NAVAL YARD, Hongkong, or to any of
H. M. Ships and Hired Vessels lying in
the harbour.
Forms of Tender can be obtained on
application to the NAVAL STORE OFFICE,
H. M. Naval Yard, Hongkong, and should
be returned not later than Noon, on
THURSDAY, 26th JUNE, 1903.
Hongkong, June 18, 1903. 1282

CHINA LIGHT AND POWER COM-
PANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING OF THE CHINA LIGHT AND
POWER COMPANY, LIMITED, will be
held at the COMPANY'S OFFICES,
No. 14, Des Voeux Road Central, Victoria,
Hongkong, on SATURDAY, the 27th day
of JUNE, 1903, at 11 in the Forenoon,
when the proposed Resolutions will be pro-
posed, viz:—

1. That the capital of the Company be
reduced from \$300,000 (divided into
15,000 shares of \$20 each) to \$150,000
(divided into 15,000 shares of \$10
each) and that such reduction be
effected by reducing the nominal
amount of all the shares in the Com-
pany's capital from \$20 to \$10 per
share.
2. That after such reduction the capital
of the Company be increased from
\$150,000 (divided into 15,000 shares
of \$10 each) to \$300,000 (divided
into 30,000 shares of \$10 each) by the
creation of 15,000 new shares of \$10
each to be offered and if accepted to
be allotted to the present shareholders
of the Company in the ratio and
proportion of one new share for every
old share in the Company held by
the respective shareholders thereof.
3. That in consideration of the guaran-
tee and undertaking now given by
Messrs. Shawan, Tomes & Co. (the
General Managers of the Company)
and testified by their signatures here-
to (and to be further testified by the
execution by the said Shawan, Tomes
& Co. of a separate instrument of
guarantee to be executed contemporan-
eously with the Debiture Trust Deed or
Mortgage hereinafter referred to and to
be held by the Trustees thereof) that the di-
vidend for the years 1903, 1904 and
1905 in respect of the new shares
referred to in the second of the
preceding resolutions shall not fall
below the rate of 5 per centum per
annum in each and every one of the
said three years, the said Shawan,
Tomes & Co. as such General
Managers as aforesaid be and they
hereby are authorized to issue
Debitures to the amount of
not more than \$800,000 on the pro-
perty of the Company to be secured
by a duly-executed Mortgage thereof
by the Company to such persons as
Trustees for and on behalf of the
Debiture holders shall from time to
time be appointed by the said Shawan,
Tomes & Co. may by writing under
their hand and seal to issue
Debitures to the amount of \$100,000
each at the rate of 8 per cent. per annum
to be computed from the date of
actual issue to the respective holders
thereof and to be repayable within
6 years from and after the date of
such actual issue in manner follow-
ing, that is to say No portion of the
amount paid in respect of any of
such Debitures shall be repayable
during the first three years
following the date of the actual issue
thereof but upon the expiration of
such period of three years there
shall be repaid in respect of each De-
biture to each and every holder
thereof

(a) One quarter of the amount paid in
respect thereof within six calendar
months following the expiration of
the said period of three years;

(b) One quarter of the amount paid in
respect thereof within twelve calen-
dar months following the expira-
tion of the said period of three
years;

(c) One quarter of the amount paid in
respect thereof within sixteen calen-
dar months following the expira-
tion of the said period of three
years;

(d) One quarter of the amount paid in
respect thereof within twenty-four
calendar months following the expira-
tion of the said period of three
years.

Should the above Resolutions be duly
passed they will be submitted for confir-
mation as Special Resolutions to a Second Ex-
traordinary General Meeting which will be
subsequently convened.
Dated this 15th day of June, 1903.
SHEWAN, TOMES & Co.,
General Managers. 1263

COMMERCIAL UNION
ASSURANCE COMPANY,
LIMITED.

FIRE—Marine—Typhoon—Accident
(special tourist terms)—Fidelity
Guarantee—issued at current rates.
W. H. T. DAVIS, Manager.
Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m.

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CAMBODIA, ANAM, THAILAND,
FORMOSA AND JAPAN.
Entered into the Society of the
"MISSIONS EXPLORER."
(Translated by EDWARD HARTER PARKER
and
Reprinted from "THE CHINA REVIEW.")
PRICE ONE DOLLAR.
For Sale at KELLY & WALSH, Ltd.

Intimations.

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1887.

CUSTOMERS wishing Cigars sent to
their Home addresses have them
sent by instructing the Manager, Mr. A. B.
Tynes, at the Factory. We pay Duty at
Home.

CIGARS FOR SALE AT
CURRENT PRICES.

Hongkong, January 31, 1903. 210

考 CHOY FONG, 翠

Manufacturer of best quality of Pre-
served Ginger and Sweetmeats of all kinds
at Moderate Prices. It has been discovered
that some people have imitated the trade-
mark and name of our firm, so that our
customers should be very careful against
buying inferior goods bearing the imitation
mentioned. 8, Sit On Lane, Shek-Tong,
Tsim, or enquire for Tok Sang Hong, 18,
Boulton Street West.

Hongkong, April 17, 1903. 835

JUST LANDED.

REDUCTION IN PRICE OF SWISS MILK
Just Landed by S.S. "CEYLON."
A FRESH Consignment of SWISS
MILK, 22.80 per Dozen Tin, 25 cents per
Tin.

H. RUTONJEE,
6, P. A. Street,
37 and 39, Elgin Road, Kowloon.
Hongkong, June 13, 1903. 1285

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED**

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 10 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 10 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every

A WARNING FROM PEKING.

The following is a translation of a private letter from a very well-informed Chinese official in Peking to a friend in Shanghai, dealing with the situation at the capital, and was published by the N.O. Daily News—Matters in Peking at the present moment seem to be even more hopeless than before. Although platitudes concerning reform in the government of the country are freely expressed by Ministers to outsiders, the fact remains that any sort of reform is heartily hated by those at the helm of affairs. According to persons attached to the Imperial Palace, in spite of the fact that the Empress Dowager encourages social intercourse with members of the foreign Legations, the truth of the matter is that she is still filled with hatred against her guests and uses these social amenities merely to cloak her future designs on them. In outward appearance her Majesty seems to be exceedingly earnest in her desire to strengthen towards China the friendship of the foreign representatives, and to do so gives banquets and bestows presents upon them, but her heart really entertains nothing but the bitterest of malice against all foreigners. It vividly reminds one of her conduct in the summer of 1900, during the siege of the Legations, when she, on the one hand, sent gifts of watermelons and other fruit to the beleaguered garrison, while on the other, she poured in other presents in the shape of rifle bullets and cannon shot. It is to be apprehended that this actual state of things is really unknown to the foreign representatives in the Legation. Now almost every one knows that the masses in these Northern provinces of the Empire are an uneducated and ignorant lot with whom it is difficult to reason, hence should the least thing untoward happen an immediate repetition of the horrors of 1900 can easily be imagined. Their Majesties pass their days enjoying themselves with witnessing theatricals and in eating and drinking; they seem to care naught for the country or for the welfare of their subjects. When audiences are given to high officials, whether of the capital or of the provinces, the topics of conversation before the Throne are only unimportant trivial matters. Should any one venture to touch upon such important matters as the government of the provinces, or on international relations, the countenance of the Empress Dowager becomes stern at once and her words are sharp. The culprit immediately finds himself neglected and he is then granted no more audiences. From what the writer of these lines can judge the present regime cannot become a guarantee of peace for much longer. The days of dissolution are hastening on and China is soon to become like Corea, nay, even worse than Corea if the present régime be allowed to last any longer. Believe me, the above has been the result of careful observation and deep study by me, and these are not the words of a hastily formed opinion, and it behooves foreigners to study the question also seriously and not be again caught napping as in 1900.

STEAM TO CANTON.

THE SUNDAY STEAMER
Kwong Chow.
174 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.
SHIP ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, May 30, 1903. 611

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. L. Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship
"CHU KONG."
Capt. MARON.
Departures from HONGKONG to MACAO Daily, at 7.30 a.m., SUNDAY included.
Departures from MACAO to HONGKONG Daily, at 2 p.m., SUNDAY included.
This Steamer is the fastest and has Superior Cabin Accommodation.
FARES:
1st Class \$1.50
2nd " 70
3rd " 20
Fares and Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, BATHMAN STREET WEST.
Hongkong, June 4, 1903. 379

THE COMMERCIAL LAW AFFECTING CHINESE:
With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office.
Price 50 cents

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM;
or
SHEWAN, TOMES & CO., General Managers.

LAMBERT AND BUTLER'S

FRONTIER MIXTURE

A PIPE TOBACCO.

Frontier Mixture is a combination of the CHOICEST Tobacco grown.

A GENTLEMAN'S SMOKE.

Ask your dealer for this Brand.

To be obtained from Messrs Kruse & Co., in 1/4-lb. air-tight tins.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

EDWARDS' **HARLENE** FOR THE HAIR

THE GREAT HAIR PRODUCER AND RESTORER.

The Very Finest Dressing, Specially Prepared and Delicately Perfumed for the Toilet.

"HARLENE" Produces Luxuriant Hair, Prevents its Falling off or turning Grey. UNQUALIFIED FOR PROMOTING THE GROWTH OF THE HAIR AND NOCTURNAL REMEDY FOR BALDNESS.

"HARLENE" PRESERVES, STRENGTHENS, AND INVIGORATES CHILDREN'S HAIR. Full description and directions for use in so language supplied with every bottle. 1s. 2s. 6s. and (triple 7s.) 4s. 6s. per Bottle from Druggists &c., all over the World. "HARLENE" Co., High Holborn, LONDON, ENGLAND.

LEA & PERRINS'

Messrs LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce,

they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.

The Original and Genuine Worcestershire.

WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2 GALLONS 2/6 & 4/6

WELLINGTON KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKLEY & SONS

BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Hotels.

HOTEL CRAIGIEBURN.

PUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 66.
For Terms, Apply to the MANAGER. 741

THE MAIN HOTEL

RESTAURANT, No. 61, DES VOUEX ROAD, Breakfasts, Tiffin, and Dinners a Specialty.
MEALS AT ALL HOURS.
L. COMAR, Proprietor.
Hongkong, May 18, 1903. 1006

THE WAVERLEY HOTEL.

106 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.
HANDSOMELY-FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

Pelham House,

FAMILY HOTEL, WYNDHAM STREET.
M. MOORE, Proprietor.

Dentistry.

S. T. TING, Surgeon Dentist, No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE. Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.

SUI SANG, Lately Practising with Dr. I. SAKAZA, DENTIST.
Connaght Road, near Blako Pier.
Hongkong, December 3, 1902. 628

POHOOMULL BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG.
HAVE always on hand an enormous Stock of Indian, Chinese and Japanese SILKS and GOODS made thereof suitable for Ladies and Gentlemen; Cashmere Shawls; Oriental and Egyptian embroideries; Rugs; Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Grass Cloth; Embroidered Goods.
Also
Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoiseshell, &c., &c., &c.
Quality will speak for itself. Very moderate Prices.
Hongkong, April 1, 1901. 721

PRINTING.

PRINTING.

PRINTING.

Artistic Printing

Done with Neatness and Despatch.
At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET HONGKONG.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alcester	despatch-vessel	1700	—	3000	Comdr. Seymour E. Erskine	Yokohama
Albatross	battleship, 1st class	12,550	18	13,500	Captain T. H. M. Jorran	Swatow
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham C.V.O.	Wohaiwei
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain George H. Cherry	Japan
Blenheim	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Kobe
Britannia	gunboat, 1st class	710	8	1300	Lieut.-Com. F. M. Leake	Hankow
Britannia	gunboat, 1st class	710	8	1300	Lieut.-Comdr. T. D. Pratt	Hongkong
Crossy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wohaiwei
Chorub	water tank and tug	390	—	300		Hongkong
Edipus	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokes	Wohaiwei
Edipus	g-b. 3rd class coast defence	383	8	200		Hongkong
Epingle	torpedo boat destroyer	1070	10	1400	Comdr. Ernest Barton	Hongkong
Fame	cruiser, 3rd class	1680	12	3200	Comdr. John J. Graham	Hongkong
Firebrand	gunboat, 2nd class	455	4	360	In Reserve	Hongkong
Glory	battleship, 1st class	12,550	18	13,500	Captain W. A. Carter	Kobe
Goliath	battleship, 1st class	12,550	18	13,500	Capt. F. H. Henderson, C.M.G.	Wohaiwei
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. C. Hardy	Shanghai
Hart	torpedo boat destroyer	275	6	4000		Wohaiwei
Hummer	storeship	1840	—	800	Comdr. J. D. Daintree	Wohaiwei
Janus	torpedo boat destroyer	280	6	3900	Fleet Reserve	Hongkong
Kinshasa	river gunboat	2	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Moonshin	river gunboat	2	2	800	Lt.-Comdr. G. G. Webster	Canton
Mutine	ship	980	10	1400	Comdr. G. W. M. Flensted	Yangtze
Outer	battleship, 1st class	12,550	16	13,500	Captain R. W. White	Wohaiwei
Phoenix	torpedo boat destroyer	350	6	4300	Lt.-Com. C. P. Mansel	Shanghai
Rambler	ship	1015	6	1400	Comdr. W. H. Nicholson	Shanghai
Rinaldo	Surveying-vessel	855	6	650	Captain Morris H. Smyth	Hongkong
Robin	ship	980	10	1400	Com. D. St. A. Wake	Hongkong
Rosario	river gunboat	85	2	240	Lt.-Com. John P. Irven	Canton
Sandpiper	ship	980	6	1400	Comdr. T. Jackson	Yangtze
Snipe	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	West River
Taka	river gunboat	85	2	240	Lt.-Comdr. Worsley	Shanghai
Talbot	torpedo boat destroyer	290	6	4000	Fleet Reserve	Hongkong
Tamar	cruiser, 2nd class	5500	11	9600	Captain Lewis Bayly	Hongkong
Teal	receiving ship	4650	6	—	Commodore Robinson	Hongkong
Thetis	cruiser, 2nd class	3400	6	800	Lt.-Comdr. R. W. Dalgety	Hongkong
Thetis	coast defence gunboat	363	3	200	Capt. J. A. C. Wilkinson	Yangtze
Vestal	ship	980	10	1400	Lieut. Forbes	Wohaiwei
Waterwitch	surveying ship	620	—	450	Comdr. St. John Farquhar	Wohaiwei
Whiting	torpedo boat destroyer	360	6	5900	Lt.-Com. Ernest C. Hardy	Shanghai
Woodcock	river gunboat	150	2	550	Lt.-Com. C. Mackenzie, D.S.O.	Hankow
Woodcock	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Shanghai
Woodcock	river gunboat	150	2	550	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,800	Captain Dredger	Poochow
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	Shanghai
Argus	French gunboat	—	—	—	Capt. Crepin	Canton
Avance	French gunboat	475	3	450	Commodore Journot	Saigon
Bengali	French gunboat	580	—	—	Lieut. Fila	Haiphong
Bugard	French cruiser	3740	29	9000	Capt. Lefevre	Nanking
Chateaufort	French cruiser	8018	18	—	Captain de Pampelonne	Saigon
Comete	French gunboat	625	—	—	Commodore Lovel	Haiphong
Decade	French gunboat	690	—	—	Commodore Gukysell	Amoy
d'Entrecasteaux	French flag ship	8114	14	13,500	Captain Fournet	Woocong
Friant	French cruiser	3738	24	9000	Captain Ferris	Haiphong
Kersaint	French gunboat	1250	6	2200	Capt. Le Gollour	Haiphong
Lion	French gunboat	470	—	—	Capt. Beue	Saigon
Montcalm	French cruiser	9700	—	—	Captain Bonifoy	Amoy
Oly	French gunboat	4015	27	5500	Capt. Hara	Kobe
Pascal	French cruiser	9437	8	9271	Capt. Vincent	Shanghai
Redoubtable	French cruiser	1795	10	2	Captain Thomas	Amoy
Sfax	French gunboat	628	2	900	Captain Blondel	Amoy
Surprise	French gunboat	—	—	—	Captain Blondel	Amoy
Talbot	French gunboat	—	—	—	Captain Blondel	Amoy
Vigilant	French gunboat	—	—	—	Captain Blondel	Amoy
Viper	French gunboat	400	4	441	Cd. nrd. Villeneuve	Saigon
Bussard	German cruiser	1877	15	2900	Comdr. Huss	Kiautschow
Friedrich	German flag ship	11,000	30	14,000	Captain Friedrich	Amoy
Geier	German cruiser	1775	15	—	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	6000	24	10,000	Capt. van Semmern	Kobe
Hertha	German cruiser	6000	27	10,000	Capt. Ingenhol	Amoy
Ilis	German gunboat	1000	10	1300	Comdr. Commander Platen	Swatow
Isar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luise	German gunboat	850	10	—	Comdr. Krencke	Nanking
Seeadler	German cruiser	1640	15	2800	Comdr. Hoffmann	Nanking
Uget	German gunboat	900	10	1300	Comdr. Schrader	Kiautschow
Vorwaerts	German gunboat	—	—	—	Lieut.-Comdr. von Weiss	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Lombardia	Italian cruiser	2380	24	6843	Captain John Boat	Shanghai
Pomonte	Italian cruiser	2427	24	12,000	Captain Armona	Shanghai
Vesuvio	Italian cruiser	4500	24	6820	Captain Zoni	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Diego de Sa	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Macao
Alouet	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Ananur	Russian cruiser	2600	5	4790	Comdr. Gramatikoff	Port Arthur
Arskold	Russian cruiser	3000	27	—	Capt. Ritzenscheit	Kobe
Bere	Russian gunboat	1050	8	1150	Comdr. Zalezky	Newchwang
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yonried	Port Arthur
Gromoslav	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Gromoslav	Russian gunboat	12,354	44	14,500	Captain Jessen	Nagasaki
Gulnik	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Korseta	Russian gunboat	1213	7	1200	Comdr. Novakowsky	Nanking
Mandarin	Russian gunboat	1224	7	1400	Commodore Muraviev	Shanghai
Otrajny	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Port Arthur
Petropavlovsk	Russian battleship	12,674	15	14,500	Captain Koroleff	Nagasaki
Pobeda	Russian battleship	10,990	16	10,800	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,874	15	14,500	Capt. Zikarsky	Port Arthur
Rasborynec	Russian cruiser	10,880	10	10,600	Captain Ozeroff	Swatow
Rosia	Russian protected cruiser	1234	10	1786	Comdr. Liven	Kwongchow
Rurik	Russian protected cruiser	12,200	68	17,000	Captain Sepeleppinoff	Vladivostok
Savastopol	Russian battleship	10,923	26	18,250	Captain Matusievich	Nagasaki
Silach	Russian gunboat	10,990	16	10,800	Captain Sepeleppinoff	Nagasaki
Sivoch	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Varyag	Russian gunboat	1050	8	1120	Comdr. Guinter	Port Arthur
Vladik	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Zahyaka	Russian gunboat	500	9	3300	Comdr. Zagoriansky-Kisei	Port Arthur
Zahyaka	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commodore Karl Rohrer	Hongkong
Callao	U. S. gunboat	—	—	—	Lieut. E. A. Anderson	Manila
Don Juan de Austria	U. S. gunboat	1159	8	1600	Commodore O. G. Bowman	Manila
Elcano	U. S. gunboat	540	—	—	Lt.-Comdr. A. G. Winterhalter	Amoy
Frolic	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Hale	Manila
Helena	U. S. gunboat	1392	8	1988	Comdr. Stanton	Amoy
Isla de Cebu	U. S. gunboat	400	—	—	Comdr. Parker	Manila
Keatuckey	U. S. flag ship	11,300	41	10,000	Captain O. H. Stockton	Amoy
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Manila
Monahuck	U. S. monitor	380	8	3000	Captain Mahan	Shanghai
Monahuck	U. S. gunboat	1370	6	850	Comdr. F. M. Wise	Taike
Monahuck	U. S. monitor	4044	4	5244	Comdr. Drake	Amoy
New Orleans	U. S. cruiser	3437	20	—	Captain Ingersoll	Amoy
New York	U. S. flag ship	3200	24	17,401	Captain M. R. S. Macaulay	Amoy
Oregon	U. S. cruiser	10,288	45	—	Captain Burrill	Amoy
Princeton	U. S. gunboat	1000	8	800	Commodator J. R. Selfridge	Nagasaki
Rainbow	U. S. cruiser	3437	20	—	Commodore Brookling	Manila
Richmond	U. S. cruiser	1000	13	1118	Lieut. L. O. Bortolotto	Amoy
Wickburg	U. S. gunboat	400	—	—	Commodore E. S. Prim	Amoy
Wilmington	U. S. gunboat	1397	3	1814	Commodore Ward	Manila
Yorktown	U. S. gunboat	1710	6	1807	Commodore Ward	Manila

4
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. L. CODE. 4TH EDITION.

ESTABLISHED 1859.
ACHEE & CO

祥利廣
17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

**NEW
SUMMER
GOODS
FOR
LADIES.**

**Brazilian
Straws.**

**FANCY
UNTRIMMED
STRAWS.**

REAL PANAMAS.

**Brazilian
Straws.**

**FANCY
UNTRIMMED
STRAWS.**

REAL PANAMAS.

84, QUEEN'S ROAD.



'D. C. L.'

**OLD TOM
and
DRY GINS**

\$9.00 per dozen

**The best Gin on
the Market, its
purity defies
Competition.**

SOLE AGENTS,
H. PRICE & CO.,

MEMOS. FOR TO-MORROW.
Miscellaneous.
Goods per *Synchi Maru* not cleared at this date subject to rent.

General Memoranda.

THURSDAY, June 25:
2.30 p.m.—Auction of a Quantity of Valuable Household Furnitures, at No. 5, East Terrace, Kowloon. Goods per *Ballaure* not cleared at 4 p.m. on this date subject to rent.

FRIDAY, June 26:
Goods per *Pekin* not cleared at 4 p.m. on date subject to rent.

SATURDAY, June 27:
11 a.m.—Meeting of Shareholders of China Light & Power Co., Ltd., at the Company's Office.

What is a Cough?
A SPASMODIC effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to the irritation. Unless care is taken, the cough may result in pneumonia, which is a dangerous and often fatal disease. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures, and cures quickly. For sale by all chemists and medicine vendors; **WATSON'S LTD.,** General Agents.



**WATSON'S
HOUSEHOLD REMEDIES
FOR THE SUMMER.**

**PRICKLY
HEAT LOTION**

One of our most popular preparations which has stood the test of fifty years. Cools the skin and removes irritation at once.

**RINGWORM
REMEDY**

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi itch.

**HOUSEHOLD
AMMONIA**

Try it in your bath and you will feel all the better for it. For cleansing silver ware, jewellery, and clothing it is without equal.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

Established A.D. 1841.

20th June, 1903.

DEATHS.

On the 16th June, 1903, at 153, Dabbling Well Road, Shanghai, **ARTHUR H. J. JAMESON**, youngest son of the late Dr R. A. Jameson; aged 26 years.

On the 30th of May, 1903, at Peking, **S. Evans Marsh**, of the London Mission, in the 63rd year of her age.

On the 15th of June, 1903, at his residence No. 1200, Sincinping Road, **JOAQUIN JOSE COZOLACO**, aged 82 years (late of the Harbour Master's Office, Hongkong).

The publication of this issue commenced at 5.45 p.m.

The China Mail.

HONGKONG, MONDAY, JUNE 22, 1903.

LOCAL AND GENERAL.

The German Fleet in China.

It is announced in Berlin, says a London telegram of the 8th inst., that strong reinforcements are to be sent immediately to the German Fleet in Chinese waters. Several battleships are leaving, likewise cruisers are hurriedly completing. The German Government expect complications.

The Hongkong Tramway.

A correspondent writes:—With reference to the 'object lesson' pointed out in this morning's *Daily Press*, it is a fact that the tram Company would lay their lines with nothing but macadam around them if the Government would let them do so; in which case the rails would almost immediately stand up above the normal surface of the road to a much more dangerous extent than the Kowloon rails do.

Reconciliation of Boxerism in Chihli.

It is reported from Peking that the United States Legation has informed the *Wai-ping* that American Missionaries working in the vicinity of Pao-tien have been threatened by persons belonging to a Boxer society there and that numbers of persons were joining the society with the avowed object of attacking Christian converts. The districts of Chunhua Feng-jung, and Chochou are also reported to be full of Boxers and there seems to be every likelihood of coming trouble this summer.

A Widow's Pension.

Lady MacDonald has been awarded by the War Office the highest rate of widow's pension which it is possible to grant—a hundred and twenty pounds a year. The Commander-in-Chief and the Secretary of State for War were agreed that the distinguished services of the late General demanded the fullest acknowledgment; and though he was only a colonel in the Army when he died, his widow has been treated as though his rank as a Major-General was substantive and nothing had occurred to interfere with his command.

Extravagance of the Empress Dowager.

Notwithstanding the dismal outlook for the people, the Empress Dowager continues her costly preparations for her birthday celebration. Her seventieth birthday does not take place till next year in October, but as her decennial celebrations in the past have been usually followed by war and upheavals, she proposes to outwit the demon of commotion and have her celebration one year ahead of time. She seems oblivious of the sufferings of her people and never wears larger sums spent in revelry than at present. This is most unfortunate and is making a bad impression on the people.

The Crisis in Yunnan.

The Shanghai mandarins have received news from Yunnan to the effect that insurgents detached from the Lingnan main rebel army after capturing Shihpingchow, marched upon and also took the cities of Amichou and Ningchow, and are now apparently preparing to march eastward to the Kwangsi frontier. It is also stated that though Lingnan city has been retaken by the Imperialist, the insurgents hold the whole region where the copper mines are situated and are working them in conjunction with the miners, the idea being to coin the output into copper cash to be used as funds for the rebel army. The majority of the insurgents are armed with modern weapons and their numbers are greatly superior to the Imperialist forces; it is quite possible Lingnan will have to be evacuated and left to the mercy of the insurgents.

America in the Philippines.

It is almost impossible nowadays to take up a Manila newspaper which does not contain one account or more of serious disturbances of the peace by Filipino insurrectionists. With the exception of Manila itself there does not appear to be any place in the Islands where United States law is absolutely unquestioned by the native population generally, and from the slow progress made in the work of pacification it would appear that the Americans have before them a similar task to that which has been carried out by the Dutch in Sumatra. The latest piece of news is to the effect that the town of Bay in Laguna was raided on the 1st June by a hundred ladrones. The gang raided the town in broad daylight, and the municipal police, some twenty-five in number, having descended in the greatest fright, proceeded to loot at their leisure, and got clear away with valuable booty.

LOCAL AND GENERAL.

Notes by the Way.

The people of Inari want their port opened to foreign trade.

Mr J. F. Mitchell, who came originally to Japan in 1858, died at Kobe on the 11th, aged 75.

A telegram from Maybashi of the 11th said that there was an insufficient supply of mulberry leaves.

Miss Sybil Sanderson, the famous Californian singer, died in Paris on the 16th ult., aged 38.

Mr R. H. Stoddart, the well-known American author, died at New York on the 12th ult., aged 78.

The *Oso* wrecked on the Loochoos, has been rebuilt, and is now running regularly between Osaka and Okinawa.

Mr Lloyd C. Griscom, the new U.S. Minister to Japan, and Mrs. Griscom arrived at Tokio on the 11th.

The price of the *Duke of Fife* is reported to be 150,000 yen. She is to be renamed the *Hanushima Maru*.

Rear-Admiral Uozuma reports that the gunboat *Soko* stranded on Hokkaido can be refloated without further assistance.

Rear-Admiral Kanikura writes that the Japanese Training Squadron, has had a most cordial reception in the Australian ports it has visited.

The Russian *Bours Gazette* says that England is trying to drive Japan into a war with Russia, because Japan is ousting England from the Yangtze valley markets.

Admiral Baron Yamamoto, Minister of the Navy, has wired to the Governor-General of Australia his sincere thanks for the cordial treatment accorded to the officers and men of the Japanese Training Squadron.

Captain and Mrs Arbuthnot at Canton.

A telegram from our Canton Correspondent to-day states that Captain and Mrs Arbuthnot arrived at Shanghai on the Government tender *Stanley* yesterday afternoon.

Re-numbering Indian Regiments.

The Secretary of State has sanctioned the scheme proposed by Lord Kitchener for the re-numbering of regiments in the Native Army. The designations to be adopted are now being considered at Simla.

A Serious Strike of Ricksha-men.

The strike of Jinrikisha-men in Osaka assumed serious proportions. Some of the coolies attempted to destroy the river boats. One man was killed by the strikers during the outrage on the river. On June 13 a number of the strikers started for Huchienyu, where the head office of the river boat company is situated, their object being to demolish the building; but the authorities attempted to intercept them near Kionuchi-bashi Bridge. One policeman drew his sword to intimidate the mob. Two kurumaya were injured. The men fled as soon as they saw that the police would not put up with any nonsense.

The southern Ward (Minami Ku) was also the centre of disturbance. The strikers in batches of four or five were stationed at the corners of the streets, assailing any jinrikisha men who attempted to take customers early in the morning. The police authorities were active and afforded such protection to the men willing to work as they could. In numerous cases the strikers took refuge in flight as soon as the police appeared on the scene. The men held two mass meetings on the 12th inst., one at the Y. M. C. A. Hall and the other at Sakuragawacho, Namba. At the meeting at the former place, Mr. Kawaya Seikan, a lawyer of Osaka, occupied the chair and the proceedings appear to have been conducted in an orderly manner. Resolutions were adopted binding those present to unite for the protection of their fellow workers. The chairman then proceeded to address the assembly, when the authorities interfered and ordered the men to disperse. The order gave rise to great excitement and several attempts were made to assault the police, but the more prudent groups managed to pacify the turbulent sections and eventually all left the hall. The kurumaya, who met in the hall are said to be determined to make away with the river boats. The Osaka Junko Kaisha (River Boat Co.) is a concern with a capital of yen 150,000, of which three-quarters has been paid up. The Company has twenty-one boats at present and thirteen more are almost ready to take the water. The Company is considering a proposal to build twenty more vessels with the object of extending the business. Two or three policemen are stationed at every bridge under which the river boats run, to prevent the strikers or their sympathisers casting missiles at boats as they pass. The strikers managed to evade the police at several places on the 12th inst., and pieces of wood, stones, bricks, etc., were thrown at the boats as they went by.

LOCAL AND GENERAL.

How the Germans Do.

In Kiel a new building collapsed, killing four men who fell with it. The architect was at once arrested. This statement appeared in the *Daily Mail* some time ago. News of the expedition has not yet reached us.

Rubber.

Anent the remarks of the Hon. A. Murray, with regard to the rubber industry in the Straits Settlements, which are published elsewhere, we may state that this day we have been shown a sample of rubber from the Tobrau Estate, Johore, which is owned to some extent in Hongkong. The sample is a fine one, the rubber being of excellent quality.

Unclaimed Clothing at the V.E.O.

We are informed by Mr. White, Secretary of the V. R. C., that there is a large quantity of clothing at the Club rooms Kowloon, for which the club officials are unable to find owners. The clothing will be displayed in the Gymnasium during the next week, and all that remains unclaimed on Monday next, will be sent to the Sailors' Home for distribution.

Court Martial.

At a District Court Martial, held the 17th June, Pte. E. Shaw, of the 1st Sherwood Foresters, was tried on a charge of striking his superior, while in the execution of his duty. He was found guilty, and sentenced to be imprisoned with hard labour for 60 days. Fourteen days of the imprisonment awarded was afterwards remitted by Sir W. J. Gascoigne.

China and Japan.

The Empress Dowager was so very pleased at the cordial treatment received by Prince Tai Chien at the hands of the Japanese authorities during his visit to the Osaka Exhibition, and Tokio, that she commanded the Emperor to send a telegram to the Mikado thanking his Majesty. In reply the Mikado said, amongst other things, that he would be pleased to have Prince Tai Chien to visit Japan again.

Admiral Sir Cyprian Bridge.

According to a Tientsin despatch to the *Osaka Asahi*, Vice-Admiral Sir Cyprian Bridge, who has been received in audience by T. M. the Emperor and the Empress Dowager of China, arrived at Tientsin on the 7th inst. from Peking and proceeded the following day to Chienwangtso. He arrived at Port Arthur on the boat *Alacriti* from Chienwangtso on the 10th inst. and was invited to dinner by Governor General Alexieff.

American Consul in Japan.

The Hon. Lloyd Carpenter Griscom, who was appointed by President Roosevelt to succeed the late Colonel Buck as U.S. Minister to Japan (on Mr. John Barrett, Commissioner-General for the Louisiana Purchase Exposition, declining the post), arrived at Yokohama by P. M. liner *Siberia* on the 12th inst. His Excellency was presented with an address of welcome by the American citizens of Yokohama, and made a brief reply in which he expressed his delight at the warmth of his reception.

Wanted to Die.

A native who found work slack in his profession, and had no means of living, took a header into the water at Wanchai yesterday not expecting to rise again. An Indian watchman from the Hongkong Club who happened to pass the place, however, with the assistance of some other onlookers, fished him out. When he was pulled ashore his only explanation was that he 'wanted to die,' and on arriving at the Wanchai Police Station, he expressed the same desire, and asked for some instruments with which to cut his throat. He was, instead, supplied with five scoons, a big basin of rice, and a basin of fish, which he rapidly demolished, and, then, after a deep sigh, declared that he would rather not die. He occupied a cell at the Station for a night, and this morning was charged before Mr. F. A. Hazeland, with 'attempted suicide.' He was remanded for a week.

Lamp-Robbers.

Of late, many complaints have been made to the Police with regard to the mysterious disappearance of street lamps, during the night. Look-outs have been placed at different streets in order to catch the thief or thieves, with the result that they have been successful in their intentions, and have arrested some of the thieves. Last night, whilst a Chinese constable was patrolling Macdonnell Road in plain clothes, one of these thieves, well-known to the Police, was observed crouching along the dark corners of the roadway. He was stopped by the constable, who found him in possession of a large quantity of broken glass panes, brass and copper screws, etc., used in connection with street lamps. He was taken into custody, and this morning, was charged before Mr. F. H. Hazeland, at the Magistracy. Mr. Alfred Sheffield, superintendent of the fitting department of the Gas Works, gave evidence, and identified the property as belonging to the firm. Mr. Haggard, of the P.W.D., told His Worship, that since the 9th March last, no less than 17 lamps were discovered to be missing. Mr. Hazeland fined the accused \$100, with the alternative of three months' imprisonment.

TELEGRAMS.

[REUTERS'S SERVICE.]

DIAMONDS IN SOUTH AFRICA.

During a debate on 'The Precious Stones Ordinance' in the Transvaal Council, Sir Richard Solomon, the Attorney General, declared that the diamond mines recently discovered in the Transvaal were larger and richer than any in South Africa. Sir Richard Solomon is an old Kimberley man and a diamond expert.

THE SOMALILAND EXPEDITION.

Silence of General Manning.

Mr St. John Brodrick, in the House of Commons, said that General Manning had not been heard of for two or three weeks, and he presumed that he and Col. Cobbo had united their forces.

In reply to enquiries, Col. Swann, commanding at Bohtole, telegraphs that between the 13th May and 11th June, 973 of General Manning's force had reached Bohtole.

No news of General Manning had been received since 13th June, but deserters state that he had not been attacked. The Mullah was sixty miles North East of Damot; his livestock had passed within 37 miles of Bohtole, under cover of mounted troops, with the remainder of his troops within supporting distance.

One battalion of infantry could be usefully employed.

[Mr Brodrick, Secretary for War, stated in the House of Commons recently that General Manning was ordered six weeks ago to concentrate on Bohtole, and he is believed to be doing so.]

INTERNATIONAL AMENITIES.

London, June 19, 1903.

Mr St John Brodrick has received a telegram from the French Minister for War expressing condolence for the Woolwich catastrophe in the name of the French Army.

THE POWERS AND SERBIA.

Italy, Germany and France have taken up an attitude similar to England at Belgrade.

The Russian Court will go into mourning for twenty-four days for the late King and Queen of Serbia.

[N.C. DAILY NEWS SERVICE.]

MR CHAMBERLAIN'S ZOLLVEREIN.

London, June 16.

Mr Chamberlain says in a letter that the fear that we shall lose our foreign trade by keeping our hands free to bargain with foreign nations is absurd. The foreign trade of Germany and the United States has increased much more quickly than ours despite Protection, while the cost of living in the United States leaves a much larger margin to the workman.

THE MANCHURIAN QUESTION.

Russia's Latest Move.

Kobe, June 7.

General Kuropatkin is here.

The Japanese Press announces that a protocol has been signed at Tokio recognising the supremacy of Japanese rights in Corea.

Russian opens Monkden, Iabao, and Tatungku to the trade of the world, and admits the residence there of Japanese Consuls and a limited number of merchants.

General Kuropatkin is at the Oriental Hotel, where he is carefully guarded by numerous gendarmes.

In a leading article on the above question the *N.C. Daily News* of June 18 says:—

Japan and Russia have come to terms. We said some time ago that there would be no war, and the general expectation was that Russia would give Japan compensation in Corea.

The visit of General Kuropatkin to Tokio, which had no political significance, has resulted in the signature of a protocol, the terms of which will be found in our *Kobe* correspondent's telegram. Russia keeps Manchuria and Japan has her eminent rights in Corea acknowledged. The two ports in Manchuria for which Japan and the United States asked are to be opened to the trade of the world, and China remains the negligible quantity.

Writing on General Kuropatkin's visit, the *Japan Times* says: 'All the journals are agreed on two points. One is that General Kuropatkin has not been sent on any political mission. The other point is that his visit will probably be productive nevertheless of some beneficial results in the way of the removal of mutual misunderstanding between the two nations.'

IMPERIAL AUDIENCES.

Peking, June 15.

Their Majesties granted audience yesterday to Hsi Liang, Viceroy-designate of Szechuan, Chang Chenhai, Ex-Comptroller-General at Singapore, and the Taotai Liang Tun, a returned student from the U. S.

THE TREATY REVISION NEGOTIATIONS.

Peking, June 17.

With regard to the transfer of the treaty negotiations to Peking, the English, United States, and Japanese Ministers have strongly opposed it, and therefore the scheme has little prospect of being agreed to by the Powers concerned.

TELEGRAMS.

TRANSFERRING THE TREATY NEGOTIATIONS.

Peking, June 15.

The Chinese Emperor informed the Diplomatic Body yesterday that the negotiations concerning the Commercial Treaties are to be transferred to Peking and at the same time Lu Hsi-huan, Wu Ting-fang, and Sheng Hsian-hui had been ordered to go up to Peking at once.

In the meantime Chang Chih-tung is to be retained in the capital as Associate High Commissioner, in conjunction with Yuan Shih-kai.

AUSTRALIAN OBJECTION TO COLOURED LABOUR.

London, June 17.

A dispatch from the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, dated the 13th of May, has been published, in which Mr Chamberlain observes that the Crown is bound to the natives of India by the same obligations as to its other subjects, and their exclusion from employment on mail steamers would be a gross defiance of those obligations.

Mr Chamberlain regrets that the Australians should associate themselves so completely from the obligations and policy of the Empire.

[DEER STAMATIENHIE LLOYD'S SERVICE.]

THE SERBIAN CRISIS.

Berlin, June 16.

There is no doubt whether all the Powers will acknowledge Peter Karageorgewitch as King of Serbia. But a difficult question for the King will be the punishment of the Belgrade murderers. It is, however, expected that the Powers will not interfere in this affair.

SOCIALIST SUCCESSES.

The elections for the Reichstag are showing a considerable increase of the votes of the Socialists, who also captured Bremen, the fifth district of Berlin, and a great number of other cities. The total result is not yet known.

A NEW BANK.

A new bank has been established in Berlin for China, with branches in Calcutta and Hongkong.

COUNT BULOW ILL.

The Chancellor Count Bulow has fallen sick.

MINISTERIAL CRISIS IN HUNGARY.

A very sharp obstruction against the military bill is making itself felt in Hungary; there is a Ministerial crisis.

CHINA'S TREATY WITH AMERICA.

The *Shanghai Times* of June 13 states:—

The treaty commissioners appointed to draft a commercial treaty between the United States and China, have practically finished their work. The commissioners are only waiting instructions from their respective governments as to the opening of certain Manchurian ports before final negotiations are closed.

The feature of the treaty, every article of which is signed by all the commissioners under instructions from their governments, is that it provides for the same surtax as that in the Sir James Mackay treaty, only it goes very much farther, in that it stipulates for the abolition of all interior transit taxation upon foreign goods.

Not only does it do this, but it stipulates for the abolition of all interior transit taxation on native goods. It is understood that the commissioners increased this article in order that there should be no confusion of goods in transit, disputes arising whether they were American or native.

The system of taxation in China is complicated. There is first, the likin station, second, native custom houses, third, likin barriers, fourth, likin opium barriers. The Sir James Mackay treaty provided for the abolition of the likin station but left the other three agencies of taxation in force.

The American treaty provides for their permanent abolition. The import duty, as fixed by the treaty is not to exceed twelve and one half per cent. The export duty is not to exceed seven and one half per cent. which covers taxation of all description.

The treaty does not provide for any other form of taxation than that enumerated. The *Times* believes that the commission has performed its work well. It is to be hoped that the treaty will do much to develop China and increase American prestige in the Empire.

Libel Action at Saigon.

A sensational action for libel has just come off at Saigon. It was brought against the *Opinion*, a newspaper there, which had attacked certain officers in Laos, an up-country province in Cochin-China, for putting a rising among the natives down with a severity which bordered upon cruelty.

The evidence led brought out these circumstances, as well as the fact that the officers, in doing so, had merely carried out the instructions of their superior officer, now dead. For the defence it was urged that the *Opinion* did not defame the two officers but merely showed up a system of government which allowed such atrocities.

The jury returned a verdict of acquittal.

Chamberlain's Cough Remedy

Is a cure for severe colds, persistent coughs, and a preventive of pneumonia. It is the modern favorite for whooping cough. Loosens the cough, relieves the lungs, and opens the secretions. It counteracts any tendency of a bad cold to result in pneumonia. It is unequalled for bad colds. It always cures, and cures quickly. For sale by all chemists and medicine vendors; **WATSON'S LTD.,** General Agents.

LEGISLATIVE COUNCIL.

His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., presided at the meeting of the Hongkong Legislative Council which was held this afternoon. There were also present:—

H.E. Major-General Sir William J. GARDINER, K.C.M.G. (General Commanding).
Hon. F. H. MAY (Colonial Secretary).
Hon. Sir H. S. BARKLEY (Attorney General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. R. MURRAY RODNEY (Harbour Master).
Hon. W. CHATHAM (Director of Public Works).
Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).
Hon. Sir C. T. CHATER.
Hon. Dr. H. R. K. A.
Hon. W. A. YUK.
Hon. GREGORY STEWART.
Mr. R. F. JOHNSON (Acting Clerk of Council).

GENERAL BUSINESS.

The minutes of the previous meeting of the Council were read and confirmed: the financial minutes were laid upon the table, and referred to the Finance Committee. The report of the Finance Committee was adopted, and that of the Public Works Committee was laid upon the table.

NOTICE OF QUESTIONS.

The Hon. R. Shewan gave notice of the following questions:—Will the Hon. the Colonial Secretary be good enough to give the following information respecting the working of the Crown Agents system with regard to this colony?

(1) What method is adopted for paying the Crown Agents?
(2) Do the Crown Agents receive a Commission on orders executed in addition to regular salaries?

2. What is the annual sum paid by the Colony to the Crown Agents during the past three years, giving salary and commissions separately, or what annual sum has been charged to the Colony for the services of the Crown Agents?

(3) Are all orders for material, etc., sent to Europe on behalf of the Colony made through the Crown Agents?

(4) If not, what system is adopted with regard to such orders which are not executed by the Crown Agents?

(5) What system is adopted to ensure that orders on behalf of the Colony are executed by the firm best able to carry out the work at the most reasonable price?

(6) If orders are put up to tender only for those firms on the Crown Agents list, how are those firms selected?

(7) Can any reputable firm on application be placed on the Crown Agents list, or do the Crown Agents exercise a right to refuse to place a firm on their list?

(8) In the event of such a refusal, has the firm thus rejected any right of appeal, and if so, to whom?

5. Will the Government state whether they received a letter from the Secretary of the Sanitary Board sent by direction of the President, conveying the following resolution unanimously adopted at the meeting of Property Owners at the Sanitary Board Office on May 18, conveyed by advertisement in European newspapers in the Colony:—That the permission of H.E. the Governor be obtained to have the report, which was read by Dr. Pearce at the meeting on the subject of overcrowding and its abatement, printed and circulated amongst the European landowners in the Colony?

6.—If so, has any reply been sent thereto? If not, why not?

7. Is the Government aware that the President of the Sanitary Board stated at the Board on the 19th inst. that no answer had been received to that letter, but that the report had been laid on the table and was accessible to the Press if they wanted it?

8. Do the Government propose to print and circulate Dr. Pearce's report in terms of the resolution in it is it is assumed, that the report has been withdrawn from circulation, and that the information which has been placed at the disposal of the Chinese will not be available for European landowners?

9. Do the Government approve of the request of the Chairman that the European members should leave the meeting of landowners after referred to?

10. Will the Government instruct the Government Printers to print a large number of copies of Ordinances, as it appears that the Passenger Act (No. 1 of 1889), Chinese Consolidation Ordinance is now out of print, and cannot be supplied.

BILLS READ A FIRST TIME.

On the motion of Sir Henry BARKLEY, seconded by the Hon. F. H. MAY, the following bills were read a first time:—

A Bill entitled an Ordinance to repeal the New Territories Rent Recovery Ordinance.

A Bill entitled an Ordinance to amend the Holidays Ordinances, 1875, (No. 6 of 1875).

A Bill entitled an Ordinance to give effect to an Order in Council made by His Majesty the King on the 12th day of March, 1903, relating to the Marriage of British Subjects in Foreign Countries.

A Bill entitled an Ordinance to authorize and regulate the establishment and use of installations for the purpose of Wireless Telegraphy.

A Bill entitled an Ordinance to amend the Malay States (Fugitive Criminals) Surrender Ordinance, 1903.

CROWDING.

On the motion of Sir Henry BARKLEY, seconded by the Hon. F. H. MAY, the Bill entitled "An Ordinance to provide for the more effective prevention of frauds on owners and charterers of ships by stowaways, their aids and abettors" was read a second time.

The Council resolved itself into committee and carried the Bill through its remaining stages.

THE COUNCIL THEN ADJOURNED SINE DIE.

A Finance Committee met subsequently. A report of the proceedings will be given to-morrow.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Honour Mr. Justice Wice, Puisne Judge).
Monday, June 22.

PROSECUTION ORDINANCE.

The W. occupier of the ground floor of No. 2 Tam Lane, was charged with breach of the Women and Girls' Protection Ordinance, 1897. He pleaded not guilty. Mr. H. E. Pollock (instructed by Mr. F. B. L. Bowley), prosecuted on behalf of the Attorney-General.

Messrs W. A. H. Otto, G. Hunter, W. B. Boyce, W. C. P. Stoppa, F. E. Shuster, H. Ruttorjoe and V. Curcum formed the Jury.

After hearing evidence his Honour summed up, and the Jury returned a verdict of guilty. The prisoner was sent to prison for five years.

FREIGHT MARKET.

Messrs Lamke & Rogge in their freight market report dated Saturday, 20th June state:—Freights, coastwise, have been drifting from bad to worse as concerns non-liners. There is very little demand.

Several headway boats free, or shortly free, have no employment or none worth rates having still declined.

From Saigon, enquiries have been next to nil. Only fixture reported for this port is a medium sized steamer at 14 cents. Freight is quite nominal at the close.

To load for the Philippines, a few fixtures have been brought off at 23, 24 and 20 cents, figures which leave heavy losses on time-charter rates.

Quarantine against arrivals from this port continues, (12 days including passage), and lately Amoy has also been declared plague infected, and Asiatic steamships therefrom prohibited as well as certain goods.

From Bangkok, there is nothing doing for outside boats.

From Chinkiang, after another boat was placed for Canton early in the fortnight at 17 1/2 cents, the demand appears to have ceased entirely, locally anyhow.

To load for the Philippines, a few fixtures have been brought off at 23, 24 and 20 cents, figures which leave heavy losses on time-charter rates.

From Amoy, a few enquiries were filled at 25 cents, less usual returns to charterers.

As for Straits-oolie trade, there has been but little doing quite lately from Amoy and Swatow and Hoibow, vessels from there used to secure larger numbers occasionally. Whilst they have been subjected to a delay hitherto, enforced owing to prevalence of plague here, 10 days being counted from day of sailing before immigrants were allowed to disembark, telegraphic information has now been received from the Government of the Straits Settlements that Chinese immigration into that Colony by vessels sailing from Hongkong after the 14th June stands prohibited. This principally will suffer by this measure.

As for coal freights from Japan, there have, since last writing, been charters done Kanatu to Swatow \$2.00, Moji to Swatow \$2.40 and to \$2.50, Nagasaki to Canton \$2.25, Nagasaki to Singapore \$2.25 and Kanatu to Hoilo at \$3.50. To load at Moji for Hongkong there has been a steady demand at \$2, with business at that level, and a small steamer was chartered for \$1.00, and for second half July a boat of desirable size obtained only \$1.75.

The sale is reported to Chinese buyers, on reserved terms, of the blue funnel-liner *Laertes* 1400 tons net reg. built in 1878.

Sailors have a charter from Rajang to this, a vessel of 919 tons reg. net, at \$10,000 in full. No other fixture is reported.

American bark *Holliswood* sailed for Canton on the 19th inst., leaving a berth vacant pending the arrival here of British bark *Forbank*, which sailed from Cebu yesterday.

German's *Albis* has been ordered to British Columbia.

Suicide of Mr. R. M. Campbell.
The death of Mr. R. M. Campbell which took place at Shanghai on June 18, formed the subject of an inquest the same afternoon. The following were amongst those who gave evidence:

David Anderson—I am a leading stoker, on H.M.S. *Albion*. I am at present a 2nd class patient in this Hospital. About twelve o'clock to-day, I was standing inside the courtyard at the head of the path facing the gateway, when I heard the report of a shot and looking out at the gate I saw a little smoke and a gentleman falling. I made a rush towards him, and found him bleeding at the head. A note was found just by his hand, by the side of the revolver, which was on the ground. The note and pistol are those produced. I picked up the revolver and hat and laid it under the trees, standing by so that no one could touch it. I summoned the nurses.

Frederick Anderson—I was well acquainted with the deceased, and had business dealings with him in this town. I received a letter from him in his handwriting at about 12.5 this morning. On receipt of that I went at once to the General Hospital. The letter is purely about his business affairs and gives an adequate reason for what he has done.

What is Pain Balm?
CHAMBERLAIN'S PAIN BALM is a liniment and while adapted to all the ordinary uses of a liniment, has qualities which distinguish it from other remedies of this class. Pain Balm is especially beneficial for rheumatism. Thousands of cases can be cited in which it has effected a cure when the sufferer had previously tried the best medical service without securing relief. Pain Balm is positively guaranteed to give relief in the most severe cases of chronic rheumatism. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

Temperature.
Hongkong, June 22, 1903.

BAROMETER—9 A.M. 29.71
Do. 1 P.M. 29.17
Do. 4 P.M. 29.13
THERMOMETER—9 A.M. 83
Do. 1 P.M. 85
Do. 4 P.M. 85
Do. (Wet bulb) 9 A.M. 79
Do. Do. 1 P.M. 81
Do. Do. 4 P.M. 80
Do. Maximum 88
Do. Minimum overnight 81

PROGRESS IN THE STRAITS SETTLEMENTS.

THE CURRENCY QUESTION—A CHAT WITH THE HON. MR. A. MURRAY.

The Hon. Mr. A. Murray, Colonial Engineer of the Straits Settlements, and brother of the Hon. Mr. C. A. Murray, G.A., Western Province, who arrived in Colombo on morning of June 4 by the P. & O. s.s. *Bengal*, was seen by a representative of the *Times of Ceylon* primarily with the object of ascertaining his views on the currency question in the Straits, but in the course of a short interview Mr. Murray gave some interesting information on affairs generally in the Colony.

With regard to the currency question he pointed out that the question of a change of currency in the Straits Settlements, or a desire to arrive at a gold currency, first arose some years ago but was not then gone into, and the pressing necessity for a change was not felt until comparatively recently. The reform was made obligatory owing to the fall in the value of silver, and the uncertainty of an exchange had a very disturbing effect, as it used to have in Ceylon and elsewhere where the rupee was the standard coin. He was careful to point out that the change was not likely to be introduced at once, but gradually. "There will be," he said, "no drastic change, and the reform when it does come will take place probably a few years hence."

In reference to the vague telegram recently which stated that "Mr. Murray" had opposed the proposed change, Hon. Mr. Murray explained that it was his brother Mr. G. S. Murray, the banker, who had taken up that attitude. In reply to a question he said he did not know what his brother's reasons for opposing the change were, but he supposed he took the same view as the bankers generally, who were more or less—would not say they were absolutely—opposed to the reform, or at least did not altogether agree to it.

Of course, I only heard that," he said. "The bankers kept their views more or less to themselves." As an Official Member of the Council, Mr. Murray said he took the side of Government, and for that reason, and because the question was even now more or less confidential, he would not enter into a critical discussion of the question.

WHERE THE CHINESE STAND UP.
From currency the conversation drifted to the commercial situation. The Colony, said Mr. Murray, was in a thoroughly prosperous condition. "You must know," he pointed out, "that this is the best time of our wealth. The Federated Malay States are enormously wealthy; in fact, it is impossible to calculate their wealth. They produce, I should say, practically about 1/2 or 3/4 of the tin produced in the world. It is worked chiefly by Chinese. There are some European firms there, but the successful miners in the main are Chinese, who have large concessions, and they work with a greater degree of success than Europeans, chiefly for the reason that they know how to manage Chinese labour, which is the labour used in the mines. British capital, of course, is employed where European firms are concerned, but the Chinese have a vast amount of their own capital invested."

ABOUT RUBBER.
Mr. Murray described rubber as likely to have an enormous influence on the future prosperity of the Straits Settlements. "It is practically beyond the experimental stage now," because a great many of those who went in for rubber and planted trees four or five years ago, and say they were very successful, are now saying they were not. It is worked chiefly by Chinese. There are some European firms there, but the successful miners in the main are Chinese, who have large concessions, and they work with a greater degree of success than Europeans, chiefly for the reason that they know how to manage Chinese labour, which is the labour used in the mines. British capital, of course, is employed where European firms are concerned, but the Chinese have a vast amount of their own capital invested."

EXCELLENT COFFEE.
It is strange that the coffee industry does not pay better in the Federated Malay States, when a berry of such excellent quality can be grown. Says Mr. Murray: "I have seen a very fine specimen of a coffee berry from the Federated Malay States. The yield is enormous. I don't think I have ever seen in any part of Ceylon during my experience such splendid Liberian coffee as we have in the Straits. What accounts for it? The climate and the richness of the soil. It is a very rich, loamy soil. As you know, however, what people are dissatisfied with are the low prices they get for this excellent coffee."

RAILWAYS.
A question was then asked with regard to engineering in the Straits. "My department," said Mr. Murray, "is not directly connected with the railway extension, but has been steadily the railway to Singapore and Johore—the capital of the Sultan of Johore's territory, which is on the Straits—has just been completed, and although the railway has only been running since January last it is already paying a handsome return. This particular bit of line is very small—12 miles. The proposal of the Government is, with the assistance of the Sultan of Johore, to carry the line through the State of Johore to the Federated Malay States. The line, when connected, will complete the railway communication from the settlement of Penang to Singapore."

"Were there any engineering difficulties?" Yes, in some places there have been such difficulties. Some parts of the country passed through were of a very rough nature, but there have been no such engineering difficulties to contend with as Ceylon had in connection with the Kandy railway. In fact, for instance, Mr. Murray further explained that the railway belonged to the Federated Malay States except the Singapore section, which belongs to the Straits Government."

About his own Murray said he had come down here in connection with the Harvey case, but how long he would remain here he had not the slightest idea. "I shall probably have to stay," he said, "as long as the Ceylon Government requires my services."

Time and Money.
Sickness causes a loss of both time and money. Yet the time and money lost through the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy proves a profitable investment, for by its use at the first appearance any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise cause a week's cessation from labour. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it to-day. It may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

CORRESPONDENCE.

WHY, OH, WHY?

To the Editor of the "CHINA MAIL."
Hongkong, 22nd June, 1903.

Sir,—Can you please tell me what justification there is for selling the dear old any spare books, periodicals, or papers which you have a patch put into the next of his trousers, does that make them new? I would suggest that you drop the word "new" in this connection, because it is needless, it may lead to the falsification of history, and the use cannot grow waste of printer's ink.—Yours truly,
TOMMY.

AN APPEAL.

To the Editor of the "CHINA MAIL."
June 22, 1903.

Dear Sir,—May I trespass on your valuable space for the purpose of soliciting any spare books, periodicals, or papers which your readers may be in possession of? Back numbers accumulate very rapidly, and are sometimes a domestic encumbrance. We should be very glad to receive literature of any description in English, Scandinavian, German, or French. Besides what is needed for the tables at the Seamen's Institute, Kowloon, a very large number of parcels are sent away to sea every year to while away the lonely hours of a long voyage. We can use almost any description of literature, but illustrated papers and magazines, and newspapers, (home or local) are in great demand. Parcels may be sent to me at the Seamen's Institute, Kowloon, or at the Seamen's House West Point. I may also add that men's clothing is also needed for the use of men in destitute circumstances. Thanking you in anticipation, Yours very faithfully,
T. WRIGHT,
Seamen's Chaplain.

A REMONSTRANCE.

To the Editor of the "CHINA MAIL."
Hongkong, June 21st, 1903.

Sir,—I doubt if many Scotsmen in this Colony have read your "London Letter" in Saturday night's issue. The reference to Scotland as an annexed or conquered country, and England's wisdom in allowing us to remain Scotch, shows ignorance of British history in the first instance, and is a most offensive and annoying by the patronizing tone on the back given by your own correspondent.

I think there are grounds for hurt feelings when a leading newspaper in a Commonwealth, published in a cross country against a nation, which instead of being annexed or conquered, had the honour of placing their King James VI upon the English Throne as monarch of the two Kingdoms. Since that time Scotsmen have ever held high office, and done more than their share of the hardest work in building the Empire erroneously known as "England."

At the present moment the Premier is a Scotsman, and the Secretary of State for the Colonies is a Scotchman, and the head of the Church of England is a native of Scotland.

Hoping you will be kind enough to insert this,—I am yours,
"CALEDONIAN."

[We insert the above letter as it was sent to us, in previous columns, and we do not subscribe to "London Correspondence" communication. Scottish history we know, and English history we know, but life is too short to correct every little reference which is never intended to ruffle Scottish feeling. The Scotchman is a long way off, and is Caledonian. But the sturdiness of Scottish character and his history stand better now than ever they did, and need no super-sensitive defence.—Ed. C.M.]

Through Russia Beneath an Engine.
The Daily Express correspondent in St. Petersburg states that the engine-driver of the train from Rostov to St. Petersburg was oiling his locomotive at Taps, a few days ago, when he discovered a man lying on the steel bar underneath the engine. The steel bar was about a foot wide, and was intended to strengthen the engine. The individual stated that he was a peasant from South Russia, and that he was in the habit of making long journeys on the steel bars underneath the engines. He had been all through Russia in this way, and had even got as far as Tiumsk on the Trans-Siberian railway without being discovered. He calculated that he had travelled full 5,000 miles in this way without paying a penny, and he was now going to undertake the journey to Peking on his hidden bar. How the man contrived to hang on to the steel bar, and the trains were in motion is a mystery, but the investigations made by the police show that the man's statements are true on every respect.

ANÆMIC WOMEN.
AND
STEARNS' WINE OF COD LIVER OIL.
A TYPICAL CASE.

Even in these enlightened days in which physical exercise forms so important a part of the life of womanhood, anemia still remains a curse and the cause of much misery and mortality. Fortunately, in Stearns' Wine of Cod Liver Oil we now possess a remedy which is as efficacious as it is delicious. The weakest and most fastidious invalid can take it, because it is easily digestible and assimilable. This is one of its great advantages over cod liver oil, which is at once nauseous and indigestible. The following case is a typical one:—

82, Devonshire Road, Chiswick, W.
Having suffered from anemia, I was advised to try Stearns' Wine of Cod Liver Oil. I did so, and felt much better with the first bottle. I was forced to get a second bottle. I am pleased to say that I feel quite a different girl. It is very pleasant to take and has nothing of the taste of cod liver oil, which so many object to. I have great pleasure in writing to you, and if it will be of any advantage to anyone else I hope you will make use of this.

(Miss) E. CORNWELL.
For anemia, indolent consumption, bronchial affections, nervous troubles, and wasting diseases of all kinds, Stearns' Wine of Cod Liver Oil is an ideal remedy; it builds up new tissue, enriches poor blood, and brings back the charm and completeness of perfect health. Stearns' Wine of Cod Liver Oil contains no oily matter; it is, in fact, composed of the curative elements of cod liver oil dissolved in a pure palatable wine, to which is added peptonate of iron to increase its tonic value. Sold by all Chemists and A. S. WATSON & Co., Ltd.

STEARNS' HEADACHE CURE CURES.
OF ALL CHEMISTS.

To-day's Advertisements

PARTICULARS OF THE LOT.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Monday, the 29th day of June, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road near the Union Church in the Colony of Hongkong, for a term of 21 Years.

Particulars of the Lot.

Lot No.	Boundary Measurements	Area	Annual Rent	Spent Price
1	ft. in. ft. in. ft. in.	sq. ft.	£ s. d.	£ s. d.
1	100 00 50 50	5,000 12 00	12 00	250

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of WILLIAM ROBERT JONES, late of the Chinese Imperial Customs Service, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 83 of Ordinance No. 2 of 1897, made an Order limiting to the 20th day of July, 1903, for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 22nd day of June, 1903.
J. W. NORTON-KYRSE,
Official Administrator.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE FOURTH ANNUAL MEETING OF THE SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on the 27th inst. at 11th day inclusive. By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 22, 1903. 1305

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITER-RANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, GULF, COCHIN, SOUTHERN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MASSILLA*, Capt. G. W. COCHRAN, carrying the latest mails, will be despatched from this port for BOMBAY on SATURDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable Mail Cargo for Penang, and for LONDON (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay, WITH TRANSHIPMENT.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendant.

Hongkong, June 22, 1903. 1307

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Arratoon* after having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. on the 22nd instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

The Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID BASSOON, & Co., Ltd. Agents. Hongkong, June 22, 1903. 1308

RAMBLE THROUGH SOUTHERN FORMOSA: By G. TAYLOR, I. M. Customs.

With Woodcuts. [Reprinted from the *China Review*.] One of the Best Sketches of Formosa Life yet written.

Price \$1.00. CHINA MAIL Office, 5 Wyndham Street Hongkong.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY, the 24th June, 1903, at 11 a.m., at his Sales Rooms, DUNDRELL STREET, 1 13-GARLAT GOLD REPEATED WATCH. 1 14-GARLAT GOLD OPEN FACE WATCH. 1 GOLD CHAIN, 1 GOLD SEAL and 1 GOLD RING.

2 SWISS IVORY BILLIARD BALLS. Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

Hongkong, June 22, 1903. 1309

PUBLIC AUCTION. THE Undersigned has received instructions from CAPT. J. DOUGLAS, to sell by Public Auction, on

FRIDAY, the 26th June, 1903, at 2 p.m., at "Larkspur," Upper Robinson Road, No. 2, A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue).

On View from Thursday, the 25th June. Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

Hongkong, June 22, 1903. 1310

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. THE Company's Steamship THALES, Captain ROBSON, will be despatched for the above Port, TO-MORROW, the 23rd June, at 10 p.m.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers. Hongkong, June 22, 1903. 1306

HONGKONG-MACAO LINE. THE "WING CHAI" WILL NOT RUN FOR THE NEXT FEW DAYS.

1st class fare (including Cabin and Servant) \$3; return ticket \$5. 2nd class \$1.50; return ticket \$2.50. 3rd \$1. Steerage \$0.50. Superior Cabin Accommodation. Wharf in Hongkong, opposite Central Market; at Macao, O. M. S. N. Company's Wharf.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OCEANO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Sueria*, Capt. BORCK, 1st July, 1903. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Nürnberg*, Capt. JABURD, 15th July, 1903. Freight.

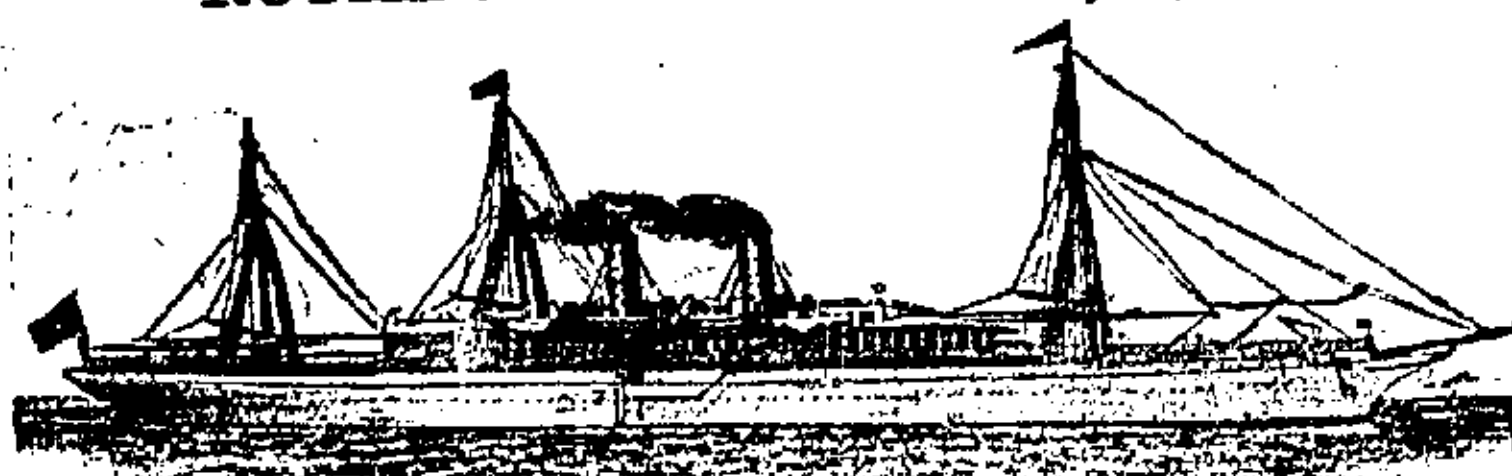
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Wienburg*, Capt. v. BIEBER, 29th July, 1903. Freight & Passengers.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Badenia*, Capt. RÖNNER, 12th August, 1903. Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress-Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

R.M.S. *EMPEROR OF INDIA* 6000 TONS..... WEDNESDAY, June 24.
R.M.S. *EMPEROR OF JAPAN* 6000 TONS..... WEDNESDAY, July 15.
R.M.S. *EMPEROR OF CHINA* 4425 TONS..... WEDNESDAY, July 22.
R.M.S. *EMPEROR OF RUSSIA* 6000 TONS..... WEDNESDAY, Aug. 12.
R.M.S. *EMPEROR OF AUSTRIA* 6000 TONS..... WEDNESDAY, Aug. 19.
R.M.S. *EMPEROR OF GERMANY* 6000 TONS..... WEDNESDAY, Aug. 26.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the TRANS-PACIFIC JOURNEY, and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers are carried through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PRINCE STREET 1112

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOI, KOBE AND YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. Tons. Captain. Hongkong.

INDRAPURA 4899 R. P. Craven July 14, 1903
INDRAPURA 4899 A. E. Hollingsworth August 14, 1903
INDRAPURA 6197 W. E. Craven September 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 15, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers.	Tons.	Captain.	Hongkong.
KINSHU MARU, F. L. FINE.	4899	R. P. Craven	July 14, 1903
KAWACHI MARU, H. FRASER.	4899	A. E. Hollingsworth	August 14, 1903
TOKA MARU, A. CHRISTENSEN.	6197	W. E. Craven	September 14, 1903
IZUMI MARU, M. KAO.			
HAKATA MARU, F. L. SOMMER.			
BINGO MARU, F. DIER.			
ASUGA MARU, W. SCOTT HUNTER.			

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway, or further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Apply to T. S. Takayanagi, Asst. Manager.

Hongkong, June 22, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL 27th June.
GLASGOW AND LIVERPOOL 3rd July.
GLASGOW AND LIVERPOOL 12th July.
GLASGOW AND LIVERPOOL 18th July.
GLASGOW AND LIVERPOOL 22nd July.
GLASGOW AND LIVERPOOL 29th July.
GLASGOW AND LIVERPOOL 5th August.
GLASGOW AND LIVERPOOL 12th August.
GLASGOW AND LIVERPOOL 19th August.
GLASGOW AND LIVERPOOL 26th August.

HOMWARDS.

LONDON BERTH.

FOR MARSILLES, LONDON & ANTWERP 23rd June.
MARSILLES, LONDON & ANTWERP 29th July.
* LIVERPOOL 22nd July.
MARSILLES, LONDON & ANTWERP 29th July.
MARSILLES, LONDON & ANTWERP 5th August.
MARSILLES, LONDON & ANTWERP 12th August.
MARSILLES, LONDON & ANTWERP 19th August.
MARSILLES, LONDON & ANTWERP 26th August.

The S.S. *ANTENOR*, from Glasgow and Liverpool left Shanghai on the 19th inst., a.m., and is due here on 24th inst.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and 14th July.
all PACIFIC COAST PORTS, via 10th August.
N'KI, KOBE & YOKOHAMA
For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 20, 1903.

CHINA NAVIGATION CO., LD.

FOR NINGPO & SHANGHAI 23rd June.
CEBU AND ILOILO 23rd June.
MANILA 4th July.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE 4th July.
Kobe 7th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. * Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 22, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND TO LOAD CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
ROON	THURSDAY, 25th June.
PRINZEN	THURSDAY, 9th July.
HAMBURG	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th Aug.
SACHSEN	THURSDAY, 20th Aug.
KLAUSCHOU	THURSDAY, 3rd Sept.
BAVARIEN	THURSDAY, 17th Sept.
ELZEN	WEDNESDAY, 30th Sept.
SEYDLITZ	WEDNESDAY, 14th Oct.

* Steamers of the Hamburg-Amerika Linie. ON THURSDAY, the 25th day of June, 1903, at Noon, the Steamship ROON, of the Norddeutscher Lloyd, Captain G. Mennens, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. Shipping Orders will be granted till Noon, on THURSDAY, the 23rd June, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 24th June. Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1847

NORTHERN PACIFIC S.S. CO.
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.O. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	To Sail.
OLYMPIA	2837	J. Truebridge	June 24.
TREMONT	5006	T. W. Garlick	June 30.
TACOMA	2812	A. Dixon	July 6.
VICTORIA	3932	J. Panten	August 3.

Steamers marked (*) have no passenger accommodation. THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Dodwell & Co., Limited, General Agents.

Hongkong, June 3, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via Suez, PANAMA, COLON, PORT SAID & MALTA.	Canton	About 28th June.	Freight or Passage.
SHANGHAI, KOBE & YOKO.	Japan	About 28th June.	Freight or Passage.
HAMA, Calling at MOJI.	MARTIN	About 3rd July.	Freight or Passage.
SHANGHAI	Coromandel	Noon, 4th July.	See Special Advertisement.
LONDON, &c.	E. J. Fox, G. W. Cockman	July.	

For further Particulars, apply to

* See Special Advertisement.

P. & O. S. N. Co.'s Office, Hongkong, June 22, 1903.

E. A. HEWETT, Superintendent.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light—Perfect Cuisine—Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	June 27, at 10 a.m.
RUBI	2540	R. W. Almond		July 4, at 10 a.m.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, June 20, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOY.	MAIDZURU MARU	SUNDAY, 21st June.
TAMSU, Via SWATOW AND AMOY.	DAIJI MARU	THURSDAY, 25th June.
FOOCHOW, Via SWATOW AND AMOY.	ANPING MARU	SUNDAY, 28th June.
TAMSU, Via SWATOW AND AMOY.	DAIJI MARU	WEDNESDAY, 1st July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tientsin to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vieux Road Central.

T. ARIMA, MANAGER.

Hongkong, June 19, 1903.

TOYO KISEN KAISHA.

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3800 Tons, Captain E. P. Bunker, will be despatched for MANILA on THURSDAY, the 25th June, at 11 a.m.

To be followed by ROSHTA MARU on the 1st July.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, 1st House Street.

K. NAKASHIMA, Manager.

Hongkong, June 21, 1903.

NOTICE.

MESSAGERS MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 a.m. the Company's Steamship ANNAM, Capt. Guenard, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon on MONDAY, the 29th June, and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 16, 1903.

Shipping.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, HONOLULU AND SAN FRANCISCO.

THE Steamship CLAVERING.

Captain BARTON, will be despatched for the above Ports on TUESDAY, the 23rd inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, June 18, 1903. 1218

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin, Chefoo, and Hankow.)

THE Steamship LUEMANN, Captain TH. LUEMANN, will be despatched for the above Port on TUESDAY, the 23rd June, at 4 p.m.

This Steamer has superior Accommodation for First and Second-class Passengers. For Freight or Passage, apply to STEINSEN & Co., Agents.

Hongkong, June 19, 1903. 1296

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship HAMBURG.

OF THE HAMBURG-AMERIKA LINIE, Captain E. BURNHEIM, due here with the outward German Mail about WEDNESDAY, 1 p.m., will leave for the above places about 12/24 hours after arrival.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, June 20, 1903. 1301

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.

CHARLES TIBERGHIEN About June 21.

MACDUFF July 15.

SAINT BEDE July 25.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

Hongkong, June 17, 1903. 1110

GLEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship GLENFARGO.

Captain HOLMAN, will be despatched as above on TUESDAY, the 23rd June, 1903.

For Freight or Passage, apply to MCGREGOR, BROS. & GOW.

Hongkong, May 27, 1903. 1139

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

1b

Ruch, —Chun Yu	11	鰻魚
Salmon, —Ma Yu	9	馬友魚
Shark, —Sn Yu	24	鯊魚
Skate, —Po Yu	8	鯖魚
Shrimps, —Ha	20	蝦
Snapper, —Lap Yu	22	立魚
Soles, —Tat Sa Yu	13	撈沙魚
Tench, —Wan Yu	24	鯪魚
Turbot, —Cho Hw Yu	16	左口魚
Turtles, small, —Kerk Yu	60	脚魚
White Bait, —Nwa Yu C	—	銀魚仔

Fruits.			斤	斤
Almonds,—Hung Yan	...	...	20	杏仁
Apples, (California)—Kam San Ping Kho	...	...	20	金天平果
(Chiefo)—Tin Chun Ping Khor	...	...	20	天津平果
" Small,—Hoi Tong	...	...	—	海棠
" Custard,—Fan Lai Chi	...	...	20	省城梨
Bananas, fragrant, Canton,—San Shing	...	...	5	省城香蕉
Hong Chia	...	...	5	省城香蕉
Bananas, (brides), Macao,—San Heung Chiu	...	...	4	山香蕉
Chestnuts, Chinese,—Foong Lut	...	...	9	風栗
Carambola,—Yeung Tuo	...	...	—	楊桃
Cocoanuts,—Yeh Tez	...	...	each 8	椰子
Grapes,—Sin Tai Tez	...	...	—	鮮提子
Lemons, China,—Ning Moong	...	...	6	檸檬
Lichees, Dried,—Lai Chi Con	...	...	15	乾荔枝
Limes, (Sägon)—Sai Kung Ning Moong	...	...	each 10	西貢檸檬
Mango, Manila—Lui Sung Mong	...	...	10	呂宋芒果
Mango, Saigon,—Sai Kung Moong	...	...	—	山竹
Man deteeuk,—San Chuk Tez	...	...	dozen 35	西貢椰子
Oranges, (Canton)—San Shing Tin Chang	...	...	—	省城橙子
" Small,—Tai Kut	...	...	—	省城柑
" Mandarin,—Tin Kut	...	...	—	省城柑
Olives,—Pak Lam	...	...	B 7	白橄
Pears, (American)—Kam San Shui Li	...	...	—	金山雪梨
" (Canton), Cooking,—Sa Jä	...	...	8	沙梨
" (Shanghai)—Sheung Hai L.	...	...	8	上海梨
Peasuts,—Fa Sang	...	...	10	花生
Perissomous Largo,—Hung Chie	...	...	—	紅柿
Pine-apple, 1st quality,—Sheung Poon Ti	...	...	each 15	本地酸
Paw Law	...	...	each 15	中酸
" 2ndcooking—Chung-tang-paw-law	...	...	6	中等
Plantains,—Tai Cheu	...	...	3	蕉
Pumelo, Siam,—Chim Lo Yau	...	...	25	暹羅柚
W nuts,—Hop Tuo	...	...	10	胡桃

Artichokes, Shanghai—Sheung Hai	Ah	1	了治竹
Chi Cheuk	...	...	...
Beans, (French), Macao,—Oh Moon Pin Tu	16	澳門邊豆	
(French), Shanghai,—Sheung Hai	...	...	上海邊豆
Pin Tau	...	...	...
Sprout,—Ah Choi	...	...	芽菜
Long,—Tau Kok	...	6	茼蒿
Beet Root,—Hung Choi Ahu	each	2	紅菜頭
Brinjals, Green,—Ching Yuen Ker	1...	3	青元茄
Red,—Hung Ker...	...	3	紅茄
Brassica,—Pak Choi...	...	3	白菜
Bamboo Shoots,—Cheuk Shan	...	8	竹筍
Cabbage, Chinese, com.—Kai Choy	...	4	芥菜
Cabbage Root,—Kai Lan Tau	each	—	芥蘭頭
Cabbage, (Shanghai).—Yeh Choi	...	14	青菜
Cane Shoots, bunch,—Kau Shun	...	—	膠笋
Cauliflowers, large size,—Tai Yek Choi-fa each	...	—	大椰菜花
Medium size.—Cheung Yeh Cho -fa	...	—	中椰菜花
Small size,—Sai Yeh Choi Fa	...	—	細椰菜花
Carrots,—Kam Shun	...	4	金笋
Celery, Chinese,—Young Kai Choi	...	5	洋芹菜
English,—Yung	...	—	唐芹菜
White,—Pak	...	—	白洋芹菜
Chilies Dried,—Con Lai Chi	...	15	乾辣椒
Red,—Hung Fa	...	—	紅辣椒
Green,—Ching Lai Chu	...	5	青辣椒
Corn, Stalk, Fresh,—Ma Lee Choi Lin	...	5	加厘菜

Curry Beans, English, —	... ..	3	青瓜	青瓜
Cucumbers, —Ching Kwa ... ..	...	3	苦瓜	苦瓜
Bitter Squash, —Fu Kwa ... ..	...	3	蒜頭	蒜頭
Garlic, —Suen Thu ... ..	...	3	新子	新子
Ginger, young, —Sun Tse Keung ... ..	...	10	老力	老力
" old, —Lo Keung ... ..	...	20	根	根
Horse Radish, 8'hai—Lik Kan ... ..	...	5	米	米
Indian Corn, —Sak Mai	pieces	3	洋	洋菜
Lettuce, —Young Sang Choi	" " "	1	蹄	蹄
Water Chestnut, —Ma Tai ... ..	...	3	馬蹄	馬蹄
" Mandarin, —Kwei Lam Ma Tai, ... ..	...	6	林馬蹄	林馬蹄
Mushrooms, Freez,—Sang Cho Kho ... ..	...	40	生草	生草
Onions, Bomley, —Yeung Ching 'au ... ..	...	6	洋葱	洋葱
" Green, —Sang Chung ... ..	...	3	生葱	生葱
" Shanghai, —Sueung Hlai Chung, Tai ... ..	...	4	上海葱	上海葱
" Japan, —Yut Poot ... ..	...	—	日本葱	日本葱
Okroes, —Mo Ker ... ..	...	6	毛茄	毛茄
Parsley, English, —Yeung Yin Sai ... ..	...	1	洋芹	洋芹
Green Peas, —Ching Tau ... ..	...	—	青豆	青豆
Potatoes, Sweet, —Fan Shai ... ..	...	2	番薯	番薯
" Janghai, —Sheung Hai Shu Tai ... ..	...	—	薯仔	薯仔
" Shanghai, —Yut Poot Shu Tai ... ..	...	—	日本薯仔	日本薯仔
" American, —Fu Ki ... ..	...	—	花旗薯仔	花旗薯仔
" Fochochow, —Fak Kan nu Tai ... ..	...	3	澳門薯仔	澳門薯仔
" Macao, —Oh Moon ... ..	...	3	澳門薯仔	澳門薯仔
Pumpkin, —Toong Kwa ... ..	...	2	冬瓜	冬瓜
Radish, —Hung Lo Pak Tai	dozen	—	紅蘿蔔	紅蘿蔔
Shalots, —Chun Chung Tau ... ..	...	5	乾蔥	乾蔥
Spinage, (Chinese), —Paw Choi ... ..	...	—	菠菜	菠菜
Spinach, —Yin Choi ... ..	...	3	莧菜	莧菜
Tomatoes, —Fan Ker ... ..	...	12	番茄	番茄
Taro, —Wu 'lu ... ..	...	2	芋頭	芋頭
Turnips, Punt, (Long), —Loe Pak ... ..	...	5	蘿蔔	蘿蔔
" English, —Jeung Low Pak vegetable Marrow, —Chit Kwa	pieces	—	洋菜	洋菜
Waters Cressa, —Sai Yeung Cho ... ..	...	6	鹹瓜	鹹瓜
Yams, —Da Shu ... ..	...	5	西洋菜	西洋菜

ROBERT G. McEWEN,
Imported in charge of Market.

